BROADWAY AND ANN STREET. JAMES GORDON BENNETT. PROPRIETOR.

AMUSEMENTS THIS EVENING.

OLYMPIC THEATRE, Broadway, -THE BALLET PAN-GRAND OPERA HOUSE, corner of 5th av. and 23d st. WOOD'S MUSEUM, Broadway, corner 3th at. -Performances afternoon and evening. -BEAUTY AND THE BRAST.

FIFTH AVENUE THEATRE, Twenty-fourth street. WALLACK'S THEATRE, Broadway and 13th street.

NIBLO'S GARDEN, Broadway, between Prince and Houston streets.—BLACK CROOK. BOWERY THRATES, Bowery .- THE HOUSE DOG-

STADT THEATRE, Nos. 45 and 47 Bowery .- OPERA BROOKLYN ACADEMY OF MUSIC, Montague street MRS. F. B. CONWAY'S BROOKLYN THEATRE.

STRINWAY HALL, Fourteenth st.-GRAND STRINGNY AND POPULAR CONCRET. THEATRE COMIQUE, 514 Broadway. COMIC VOCAL-

UNION SQUARE THEATRE, Fourteenth st. and Broad-TONY PASTOR'S OPERA HOUSE, No. 201 Bowery. -- NEGRO ECCENTRIOTYLES, BURLESQUES, &C.

BRYANT'S NEW OPERA HOUSE, 234 st., between 6th ZAN FRANCISCO MINSTREL HALL, 585 Broadway .-

NEW YORK CIRCUS, Pourteeath street. -- SORWES IN NEW YORK MUSEUM OF ANATOMY, 618 Broadway .-LEAVITY ART ROOMS, No. 817 Broadway.-EXHIBITION OF PAINTINGS.

DR. KAHN'S ANATOMICAL MUSEUM, 745 Broadway. -

TRIPLE SHEET New York, Friday, January 19, 1879.

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THE NEW ORLEANS Times regards as "hopeful husbandmen" those who sow bribes and expect to reap reforms.

A Model Inaugural-That of Governor Noyes, of Ohio. It makes barely a half column in large type, and is as full of ideas as an egg is of meat.

AND Now they have a sort of border ruffian war in the Territorial Legislature of New Mexico. We suspect that they caught the disease from New Orleans. This thing must bo stopped, or it may get to Albany before we are done with it.

GENERAL SHERMAN AND LIEUTENANT GRANT have left Madrid for Nice to join the Wabash. According to our special despatch the General has made a great stir in the Spanish capital. He who has been foremost In war has now perhaps become foremost as a peacemaker; for his presence seems to have had a soothing effect on the warlike hidalgos.

THE ERIE RAILROAD COMPANY already has a new Vice President. The gentleman selected to fill this position is Mr. O. H. P. Archer, one of the directors of the company. The Roard of Directors also instituted a reform by doing away with the office of Comptroller. All bills are now to pass through the hands of an auditing committee before they are paid. At the head of the committee is Judge Hilton, Erie seems to have taken a new departure in the right direction, and it is yet hoped that its The Reported Loan of Six Hundred Millious and Mr. Boutwell's Management of

The proposal of Jay Cooke & Co. to take six hundred millions of the new loan seems to be a large and bold financial movement. This is a stupendous sum. Few financial opera-tions in the history of nations—no, not even in late times, when everything is on a much larger scale than formerly-can be compared with that proposed by these bankers to our government. The boldness of the proposition is characteristic of American ambition and enterprise and of the greatness of the country. But the question naturally arises, Can these ambitious financiers carry such a weight? Jay Cooke has made a great deal of money out of the government, and may be called a millionnaire, but, unaided, he and McCulloch and the rest of his American associates, could lift but a very small portion of this vast loss. But they say the great house of Rothschilds, which is equal to almost any financial undertaking, will be a party in the transaction. We must admit this statement to be true, for we cannot suppose the name of the Rothschilds firm would be used so authoritatively and circumstantially unles some assurance of that had been given. We are not disposed to credit the rumor whispered in Wall street that this grand talk about the loan is merely to advertise the parties or to produce an effect upon certain Pacific Railroad bonds or other speculations. Nor do we think they would use the name of the Rothschilds for any such purpose.

Still, it would be reasonable to suppose that the Rothschilds would deal directly with the government in a business of such magnitude if they were going to be actual purchasers of the loan or any considerable amonut of it. With our present limited information about the matter we are inclined to think the proposition is for an agency only in disposing of the six hundred millions, and that Jay Cooke, McCullock & Co. have had the adroitness to get the consent of the Rothschilds to be a party to it. Of course this would give character to the enterprise, as well as strength and reputation to these Americans, who have started the project. If the proposition be simply for an agency, or-to use the more imposing term-for a Syndicate, without an actual purchase of the loan, the character of the proposed transaction is somewhat different from what the public has been led to expect. Still, the co-operation of the Rothschilds in such an agency would be valuable. It would be better if that famous house would take the loan and pay for it without the cost and manipulation of intermediate parties; but if the terms be acceptable and a good bargain can be consummated, the government might not hesitate to place the loan in competent hands.

The conditions for negotiating or placing the loan in Europe are not known definitely by the public. It is said, however, that they are to be like those for placing the hundred and thirty millions of the five per cents which remained out of the two hundred millions not taken by the national banks at home, and which the Jay Cooke, McCulloch & Co. Syndicate placed abroad. These were one-half of one per cent commission, less the cost of expenses in preparing the bonds and three months' interest on the hundred and thirty millions, amounting in all to about two millions. This was an enormous amount to pay for the agency in disposing of the new bonds, and a rich mine of wealth to the favored Syndicate. At this rate, if even only three months' interest is allowed, besides the commission, the cost to the government for negotiating the six hundred millions would be near nine millions. But it is reported that the new Syndicate, with which the name of the Rothschilds is associated, require a year to complete the bargain and the interest on the bonds during that period. This would cost the government over thirty millions. We do not know if Mr. Boutwell entertains such an extraordinary proposition, but, judging from his previous lavish expenditures in placing the hundred and thirty millions, and the whole course of his funding policy, we should not be surprised if he does.

The Secretary, in his report to Congress, says that the commissions allowed to the agents for negotiating the loan were inadequate, and recommends a more liberal allowance. This shows that he is prepared to be more liberal. He would, probably, grant all the exorbitant demands, even to the amount of thirty millions, to the favored ring of friends who are intent on manipulating the debt. He has but one idea in funding the debt, and that is to fund it at once, at any cost, so that he may save his credit and get some renown for accomplishing what he proposed to Congress. Then, it is fair to presume he desires to throw into the hands of the Treasury Ring this magnificent job, with all its enormous profits. He does not consider that the payment of such a vast sum to agents is equivalent to the difference of interest on the debt for several years and that the government would not save anything for some time to come. He does not consider that the first loss by these agencies might never be made up in the saving of interest, as the credit of the government is improving so fast that in the course of a few years the whole debt might be placed at a lower rate of interest. His funding system is crude, and he is in too great a burry to carry it through.

The proposal to pay the interest of the debt abroad seems at first thought objectionable. When we return to specie payments, and the gold revenue of the government becomes reduced, the drain of specie to pay this interest, especially in a crisis or when the balance of trade is largely against us, the markets might be seriously disturbed and the country thrown into a suspension of specie payments again. Yet the operation of telegraphic and other rapid communications with Europe tends so much to equalize exchange and the monetary affairs of commercial nations that such an evil might be avoided. It might not be well, however, to run too great a risk, and, therefore, not to make the interest on any considerable portion of the debt payable abroad. Some might be paid in this way, and for the rest some device might be found to facilitate the payment of interest to foreign

The great defect of the Funding bill, and one which Congress should take into consideration, is the want of uniformity in the secuaffairs will be honestly and ably administered. | rities and the limited time they have to run.

bondholders without the shipment of specie.

The true way is to consolidate the whole debt in one class of bonds, giving them a long time to run or making them interminable. If the four per cents, having thirty years to run, were considered as valuable as the five per cents, having ten years to run, why not make all forty or fifty years, or even interminable securities? This would not hinder or retard the liquidation of the debt, if absolute liquidation be desirable. The government could always have its sinking fund, and could enter the market as a purchaser of the debt at any time, the same as individuals, without infringing its obligation to the bondholders. If the debt were made interminable the government could, if it chose, buy it all up in twenty years. A four per cent consul, without time of redemption, would be taken up, probably, as readily as the five per cents, which are redeemable in ten years. Congress ought to remodel the ing system on this principle and leave the debt to be taken by people at home or abroad as they wish, without the unnecessary cost of agencies to force or hawk our secur ties in the markets of the world.

M. Catacany the "Tolerated" Minister of Russin

Our special despatch from St. Petersburg gives ample evidence that M. Constantine Catacazy, the lately "tolerated" Minister of Russia, has not allowed himself to be quietly extinguished by our Premier Fish. On the contrary, the Russian government is in high dudgeon and finds the treatment of its "tolerated" representative very intolerable indeed. Prince Gortchakoff, the imperial Chancellor, whose wrath is aroused at the alleged indignities heaped upon M. Catacazy, has written a note to our Minister at St. Petersburg which is very energetic on that point. He plainly intimates that there are two sides to the story, that Mr. Fish's charges are vague, and that several of these charges have already been satisfactorily refuted by M. Catacazy. But the insolent and sarcastic tone of his note is most apparent where he says "he hopes that justice is sufficiently understood in the United States" not to expect the verdict of the Russian government before M. Catacazy presented his case.

If the United States and Russia were not separated by a large sheet of "silver sea" which renders armed hostilities against each other an unprofitable, if not altogether impracticable, business, the matter might take a serious turn; for old Prince Gortchakoff is not in the humor to pocket what he considers a gratultous insult to Russia; neither are the United States disposed to "tolerate" the insolent tone of the imperial Chancellor. But the case of M. Catacazy, in the eyes of his government, becomes still stronger by the light of the revelation that, however improper his conduct might have been, he only did the bidding of Prince Gortchakoff, whose instructions he was bound to follow. Here is a curious chapter of diplomacy revealed. Thus it is Prince Gortchakoff who has been snubbed through M. Catacazy. All is fair in diplomacy as in love. Looking at the matter from this standpoint, the Russian government is certainly not wrong in defending the conduct of its representative; but neither was Secretary Fish wrong in refusing to "tolerate" the intermeddling of a foreign Power in the affairs of this country.

The Communist Trials at Versnilles.

One of the most embarrassing questions to the government of France at the present moment is the condition and disposal of persons still imprisoned for participation in the insurrection of the 18th of March. At the rate the prisoners are being tried it will take over a year to complete the work. If a general amnesty be granted the guilty will escape with the innocent. That a considerable number of those in prison are entirely guiltless is not for a moment to be doubted. It is almost inpossible that it could have been otherwise. In this dilemma the government finds itself at a time when the success of the republic depends altogether on the patriotism of its public men and their ability to legislate in the National Legislature. Thousands of families have been deprived of their natural supporters, thousands of others are in actual want and trade is paralyzed for want of workmen. These are fruitful sources for discontent, and a discontented people, especially in France, require close watching. The necessity for despatch is evident in the trials of those arrested for alleged affiliation with the Communists' rebellion. These once over, and one difficulty would be out of the way. So long as they continue to drag as they have been doing-slowly along-so long will the poorer classes have something to irritate and render them dangerous to the general peace of the country.

THE NATIONAL REPUBLICAN CONVENTION will assemble at Philadelphia on Wednesday, the 6th of June next. The blandishments of the Brotherly Lovites, with the Academy of Music at their back, bore off the prize from the other luckless cities. The Boston offer of baked bean hospitality wouldn't go down; neither Cincinnati's lager beer nor centre all round the circumference theory would wash; Washington's wigwam had no charms, and the vision of Ku Klux rose beside Louisville's offer of the Kentucky Cross Roads as a place of meeting; St. Louis, with its Browns and Schurzes, stood no show, and the Quakers had a walk over. A magniloquent party-glorifying call was issued, and the meeting separated. The basis of representation in the delegations is to be double the number of Senators and Representatives of each State and two delegates each from the organized Territories.

THE CUSTOM HOUSE REVELATIONS SO far made by the Investigating Committee are about the same that we have had under every administration, more or less, since the time of General Jackson. The case as it now stands is Fenton vs. Conkling, which is the old Custom House squabble of hardshells and softshells, under Pierce. It is the old fight of the outs against the ins; and the same old rule will apply, that "possession is nine points of the law.

TAMMANY, it appears, still lives, and is to be reconstructed under the style and title of the "Columbian Order," notwithstanding the general opinion that

All the king's horses and all the king's men

The One Term Principle. The House regaled itself yesterday with fragrant memories of guano islands, Roger Williams and the Puritans. The guano subject came up in the shape of a bill, amendatory of former acts of Congress, giving to discoverers of guano islands the right to work them, under the protection of the United States government. The special interest intended to be subserved by the bill was that of a Mrs. Parker, whose husband discovered, many years ago, several guano islands in the Pacific Ocean, the two principal of which are known as Johnson's Island and Ayer's Island. The widow's claim, however, appears to be antagonized by a guano company, to which her husband in his lifetime assigned all his rights. The bill was eventually passed, with modifica-tions intended to guard the interests of the As soon as this aromatic subject was disposed of, and as if to serve as a foil to it, and

at the same time to give point to the old epigram, that only "the memory of the just smells sweet and blossoms in the dust," the virtues and merits of old Roger Williams, the founder of the Colony of Rhode Island and Providence Plantations, came up in the form of a joint resolution, heretofore passed by the Senate, accepting a marble statue of that ancient worthy to be set up in the Capitol at Washington. The eration delivered on the occasion by one of the Rhode Island Representatives, Mr. Bames, elicited a reply from the representative of Plymouth Rock, Mr. Banks, who undertook to defend the memory of the Pilgrim Fathers from the Imputation of having persecuted and banished old Roger Williams on account of religious opinions. He denied that the question of religious liberty-or "soul liberty," as he phrased it—had anything to do with that famous historical incident, which was owing rather to Williams calling in question the title of the Massachusetts colonists to their lands and aspersing the Christian character of their Church. Mr. Banks made several good points in his speech, and engaged the attention of the House to a remarkable degree. The excitement was kept up by Mr. Sunset Cox, who never can resist the opportunity of getting off witticisms at the expense of New England, and of course his interference called out General Butler, who suggested the idea of the change which might have taken place in the destiny of New York if the Pilgrims had landed on Manhattan Island instead of on Plymouth Rock. The discussion created more interest and amusement in the House than anything else which has occurred during the session, and it rounded off by a serious vote on striking the word "nation" out of the joint resolution and substituting for it the words "people of the United States." The motion was made by Mr. Niblack, of Indians, and opposed by Mr. Hoar, of Massachusetts, and on the vote the two parties were strictly divided, the republican majority of course negativing the amendment.

The Senate was entertained by a dissertation from Mr. Conkling in opposition to Mr. Sumner's joint resolution limiting the Presidency to one term, and by a short speech from Mr. Sumner in reply. The Massachusetts Senator attempted to belittle Conkling's public position by inquiring whether any eminent statesman had ever put himself in opposition, on this question, to Jackson, Clay and Ben Wade. We can imagine how the magnificent Roscoe resented inwardly the comparison of himself with any of Mr. Sumner's

The House bill making a supplementary appropriation for the expenses of the Ku Klux nittee was passed in the Senate, and gave Mr. Davis, of Kentucky, an opportunity of denouncing the whole work of reconstruction, and of charging the Ku Klux outrages and all the other disturbances in the Southern States in their affairs.

SENATOR TWEED'S CASE. -Mr. Tweed is a member elect from this city to our State Senate. He hesitated in going up to Albany to claim bis seat. The Senate, meantime, ignores his claims as a member of the body, and so the district concerned is unrepresented. At the same time Mr. O'Donovan Rossa and others opposed to Mr. Tweed pronounce his election so full of frauds as to be invalid. They make a case requiring the action of the Senate, and if that body cannot act upon the question of Mr. Tweed's admission until he appears in person it can act and should act upon the question of his election, in justice to the people of his district. Otherwise the district may go unrepresented to the end of the session, for Mr. Tweed is evidently in no hurry to get to Albany.

GRINDING FEDERAL AXES, - Apostle Taylor. in the Mormon Legislature yesterday, intimated that the "Church" had received enough indignity from the government, and that they would stand it no longer. Speaking of Secretary Black's appointment of a public printer, he said that if the federal officers had axes which they must grind they must take them elsewhere-they should not grind them in Utah. The apostolic representative must be subject to fits of indigestion.

CAPTAIN SCOTT BRINGS DOWN TWO Coons.-It is said of that famous hunter, Captain Scott, of Kentucky, that when he sighted a coon in a tree and was recognized by the "critter," the sagacious coon, knowing that it was all up with him, would call out, "If that's you, Captain Scott, don't fire, for I'll come down." Governor Scott, of South Carolina, as a marksman, seems to be a chip of the old block. They have recently been attempting his impeachment in the Legislature; and upon this subject in his message to the two houses he says :- "The two foremost of my accusers are well known to the criminal records of the country, and now seek under this impeachment to hide the brand of the convict." He refers to Whittemore, expelled from Congress on conviction of selling West Point cadetships, and to Bowen, convicted of bigamy; and in each case he brings down his coon. Lastly, with such State reformers as these, we can begin to comprehend those hostile Ku Klux Klans.

THE CLIMATE OF CALIFORNIA. - After a four months' drought in California they complained that it was too dry, and now, after a too wet. Some people never will be satisfied. | such gingerbread attire.

Yachting

The very brilliant record of the past yacht

ing season has given marked evidence of the

growing popularity of this noble recreation. Yachting may be said to date from the time of Noah, who took his first cruise in a craft of large dimensions, but unknown rig, familiarly remembered as "The Ark." Noah appears to have had ample accommodation in this vessel, and from what we can learn he paid more athad never weighed the respective merits of keel and centreboard vessels. The growth of civilization, however, has made wonderful changes in the construction of our "wooden walls," and if the said Noah was to be carefully resurrected be would doubtless feel rather surprised at the trim and stanch little crafts in which the yachtsmen of 1872 brave the perils of an ocean cruise. For many years Great Britain is said to have ruled the sea. and her navy has always been feared as well as admired. The offshoot from the elder branch which crossed the Atlantic Ocean in search of a new home has, however, taken root, multiplied ten thousandfold, and, shooting up with the vigor of youth, has outstripped the parent plant and spread its branches across he vast expanse of the Western Continent. As a scafaring nation they always were a recognized Power; but it was not until 1851, when the yacht America visited English waters, that the British really realized the fact that there were vessels affoat fit to compete with their odels of naval architecture and of sufficient speed to even outsail them in their own waters. The blow was very severe, and for many years after the America had returned to her Western haven, bearing with her the Queen's Cup as a trophy of her victory, there was little heard on the subject of international yachting. Some few years since three American yachts sailed a race across the Atlantic in the depths of winter, and, notwithstanding the severe and tempestuous weather they encountered, made a remarkably quick passage. Their arrival in the barbor of Cowes appeared to throw a little more life into yachting matters, and in the course of the next two or three years several other American vachts arrived in the English Channel. The possession of the Queen's Cup was always a sore point with English yachtsmen, and finally Commodore James Ashbury and the Cambria came over with the intention of seeing what they could do to recover the much coveted trophy. In the ocean race, which constituted the trip across, the Cambria arrived an hour and a half ahead of her rival. Her subsequent defeat, however, by the same rival and other American yachts, proved that the ocean victory was only one of those lucky events that often transpire in open sea racing where the competing vessels are so much dependent on the chances of wind and The past season has been enlivened by the cond visit of Commodore Ashbury, with the Livonia, a new yacht especially constructed

to race for the Queen's Cup. Previous to her arrival the New York Yacht Club made their annual cruise, which extended over a period of three weeks, and included a visit to Boston, where they were received with every courtesy. The grand entrée into Boston Harbor of the combined fleets of the New York and Eastern Yacht Clubs was probably one of the most magnificent nautical spectacles ever witnessed. The month of October was devoted to the series of races for the Queen's Cup, which resulted in a complete triumph for the American yachts. In fact, in only one instance did the Livonia win a race, and that was owing to the loss of the steering apparatus of her competitor, the Columbia. The result of these matches appears to have thoroughly convinced Commodore Ashbury that any further excursions after the Queen's Cup had better be postponed until English yacht builders can construct a model fit to compete with American yachts. Some of the English sporting weeklies appear, however, to take the defeat of the Livonia in exceedingly bad taste, and have published lengthy articles, in which, however, we have discerned very little on the subject of speed, as they are chiefly brought to bear upon the gingerbread and "champague basket" style of the American rig, which, they claim, makes our yachts unseaworthy and unfit for rough weather. This is a conclusion which they have arrived at, but decidedly without much judgment, as past events have clearly demonstrated. Three 'champagne baskets" in racing rig crossed the Atlantic in mid winter and endured one of the most tempestuous passages on record. One of these "champagne baskets" was what is spoken of in English journals as a "racing machine," one of the most unseaworthy of all American yachts. There are numerous other instances that we can recall, in which American yachts proved themselves thoroughly stanch and seaworthy in every respect. It would, perhaps, be better for the yachting writers of these English weeklies to take their defeat with a better grace, and, instead of raising a question on probabilities, base their assertions upon recognized facts. If English yachts are so wonderfully constructed for sea-going purposes, why do we not see a few more on this side of the Atlantic? Our American yacht owners think no more of taking a trip across the Atlantic than they would of steering their course for Boston or any of our Eastern ports. If the writers on the other side wish to contend that English yachts are rigged in a much heavier and more clumsy style than our American pleasure vessels we will, without further discussion, give them the palm, as our iggers have had a view to elegance and eauty in the construction of what is designed for pleasure purposes, and confine their heavy manila and tar to merchantmen. Notwithstanding these unfortunate proofs of the gingerbread qualities of our yachts, which

minds of English yachting scribes, a number of our "champagne baskets" intend making a cruise this season which will embrace the English Channel, the Baltic and other European waters. This fleet will probably start early in May and remain abroad some three or four months, during which time some of the sea-going English yachts will have an opportunity of testing their merits, and, weather permitting, the scribes may be gratified by the wreck of the entire fleet, from the result of three weeks' storm, they complain that it is daring the perils of the English Channel in

appears to cause such disquietude in the

Yesterday in the Legislature-The Reform

It is very evident that the Legislature is in earnest in its crusade against corruption. The bills introduced yesterday are thorough in their object and indicative of a desire on the part of the major ity to push their advantage to utmost. No half-way measures will suit the temper of the republicans, and no compromises with the Tammany enemy will be tolerated, If the fulfilment equals the promise, the new broom will have swept clean, indeed. Bills of a highly important character, affecting the interests of the metropolis were introduced yesterday. Mr. Mackay in the House presented a bill for the reorganization of the Board of Emigration and appoint of five gentlemen to discharge the duties performed by the present Commissioners. They are to hold office for five years. It is expected that the bill Mr. Twombley introduced on the first day of the session, providing for the removal of the Mayor, Chamberlain, Corporation Counsel, Corporation Attorney and T. C. Fields from the Park Commission will be amended to include the official capitation of the President of the Board of Works, and put on its passage early in the coming week. A bill was introduced in the House providing for the repeal of the law giving Sheriffs the sole right to act as real estate auctioneers. This will be distressing news to the Sheriffs, but the public will

scarcely condole with them. An earnest attempt will be made to check the arrogance of railroad corporations and compel them to recognize the rights of the travelling public. Mr. Niles has a bill which seeks to compel the Harlem Railroad to issue commutation tickets, and be otherwise obliging, as it is bound to do by the terms of its charter. Mr. Niles will have to "see. William." But the most important measure of the day was introduced by Mr. Tobey. It provides that actions against corporations shall be conducted in such a way that individuals bringing them will have a fairer chance of obtaining speedy justice than is now afforded them. This will be a much needed reform. As the law now stands individuals without means have no rights that corporations are bound to respect.

The Herald and Its Circulation

The Herald and Its Circulation.

New York, Jan. 2, 1872.

To the Editor of the Herald:—

Dear Sir.—I trust there is nothing wrong with your printing press. Certainly my experience this morning would indicate this conclusion—as I visited at least one dozen news stands in the lower portion of the city to buy this morning? Herald, and I was informed that they were sold out and none to be had at the office. I have tried in vain to find one, or rather purchase one, so that I can enjoy it this evening on my return nome. I could probably have consoled myself by buying and reading the world or Tribune, but even then I could not be comforted, as I enjoy reading the Herald as much as I de eating a good dinner, and I must have one to-day, if I am obliged to borrow it. Please try and issue enough to meet the demand. I have no doubt you have a hundred such complaints to-day, if not more. Yours, &c.

The above is only one of the numerous com-The above is only one of the numerous com-

nunications of a like character that we are daily receiving. We can best reply to it as follows :- Less than a month since, by reason of our inability to get the edition of the HERALD printed off in time to meet the wants of its purchasers, we were compelled to run another eight-cylinder Hoe press. This for a time did away with the trouble, but it was not enough, the issue was still late by reason of the number required, and now we have been compelled to start our reserve ten-cylinder in order to have the large number needed ready in time to meet the wants of the HERALD's customers. Last night, if the pressroom of the HERALD had been visited, three eight-oylinder and two ten-cylinder Hoe presses and two Bullock presses would have been seen in operation, and with all these they are no more than are needed in order to keep pace with the present circulation of the HERALD. What we shall be compelled to do, if its increase continues as of late, will be to enlarge our facilities. If seven presses will not do the work it may be that ten will, and the experiment will have to be tried. It will not do to be a minute late. The HERALD readers must have their paper in time. No complaint will be allowed. We will not be behindhand if possible to prevent it. This our readers and subscribers may rest assured of, and we hope, in future, that communications such as the above will not be needed, and that the newsdealers will see that their supply of the HERALD is equal to the large and increasing

THE MANHATTAN BRAVES of the new Democratic General Committee have carried the day against the surly Sachems. The HERALD of yesterday pointed out the fact that their right to assemble there was undoubted, and Judge Barnard's mandamus simply gave force to the opinion. The big "Injun" over the Wigwam must have smiled, or even winked, when he saw his braves marching peacefully to their places around the council fires. Good business was done in the way of settling the delegation question quietly and preparing for the tough work before the democracy here and elsewhere. The five hundred policemen prevented some scalping.

COLORADO.

Memorial to Congress for an Enabling Act for a State Organization.
DENVER, Jan. 11, 1872.

Both branches of the Legislature to-day adopted a joint memorial to Congress, asking for an enabling act for a State organization, by an almost unani-

It recites the great natural resources of Colorado. naterial growth and excellent financial condition 13,000,000; in 1870, \$17,000,000; in 1871, \$74,000,000 It has five railways, with over four hundred miles in operation and 300 more in progress, to be finished this year. The freight received last year amounted to 169,000,000 pounds, and the business of Denver to \$14,000,000. The population increased in 1870 faily one hundred per cent. The sales of land, mainly pre-emption and homestead, in a year and a hair, amount to nearly half a million across. It predicts one ining of the pre-compiled and homestead, in a year and a hair, amount to nearly hair a million acros. It predicts fifty per cent growth this year.

The memorial will be forwarded immediately to Washington.

BAILWAY SLAUGHTER.

A dreadfully mutilated body has been found on the Camden and Amboy branch of the Pennsylvania central Railroad, near Windsor. The person is sup nosed to have fallen from a night freight train, but

the remains are so disfigured as to prevent the pos-sibility of identification. They are evidently those or a young man. Letters were found on him from Bridgeton, directed to Roger Ogburn, Reform School, Jamesburg. BAILBOAD ACCIDENT IN NOVA SCOTIA.

HALIFAX, N. S., Jan. 11, 1872. this forenoon. The train left the track and all the passenger cars were upset. All the passengers were more or less injured, one probably fatality. The accident was caused by a bad roadwar.